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WE CORDIALLY INVITE INSPECTION.  
**J. ULLMANN & CO.**  
HONGKONG

## TO-DAY'S CABLES.

(Rough's Service to the China Mail)

**SILSIAH PROBLEM INSOLUBLE.**

**LEAGUE COUNCIL'S RECOMMENDATIONS EXPLAINED.**

**GERMAN DISSATISFACTION OUTBURST.**

GENEVA, October 13.

A communique from the Council of the League embodying the recommendations forecasted yesterday evening says that the committee has come to the conclusion that the problem is insoluble and is simply drawing a line based on purely plebiscite or economic considerations or on a compromise between the two, owing to the intermingling of the German and Polish population. Therefore in drawing a political frontier adequate safeguards are necessary against disruption of the existing economic conditions. These cover arrangements for varying periods, with a maximum of fifteen years, for impartial management and equal rights over railways, for common duties on many products, including coal and zinc, and the maintenance of the German mark in regions assigned to Poland. Viscount Ishii, winding up the session of the Council said that the solution reached, marked a decisive hour in the life of the League and was bound to contribute to the peace of Europe and of the world.

**"JUDICIAL MURDER OF GENEVA."**

LONDON, October 13.

Forecasts of the decisions of the League of Nations in Upper Silesia have been hailed with an outburst of dissatisfaction in Germany. The newspapers in Berlin declare that Germany will never assent to the "judicial murder of Geneva." Herr Wirth's hint of resignation however, is opposed by the Socialists and Democrats as serving no useful purpose. It is reported in Berlin that many Germans are preparing to flee from Silesia fearing Polish attacks. The French press is pleased with the decision and declares that the excitement in Germany will probably die down when the German reflect that they are rebelling not against the decisions of France but against the sentence of a world tribunal.

**DECISION VERY FAIR.**

LONDON, October 13.

Authoritative opinion in London is that the decision of the League of Nations regarding Upper Silesia is very fair. It is pointed out that the powers' pledge to accept the decision does not preclude the possibility of one or all the Allies offering remarks thereon. Germany and Poland are expected to accept the decision with absolute loyalty when it is announced and the Supreme Council will not be affected in the slightest by any attempt by either party to obtain modifications of the decision.

**EXECUTION OF THE DECISION.**

GENEVA, October 13.

The conference of Ambassadors meeting in Paris to-day will take cognisance of the proposed Silesian solution and the arranging for the execution of the decision reached.

**DISARMAMENT PROSPECTS.**

**WARNING AGAINST UNDUE OPTIMISM.**

NEW YORK, October 13.

The newspapers endorse President Harding's warning against undue optimism in the Washington Conference cabled yesterday, emphasising that the President though idealistic is practical. The *Tribune* says that it will not and cannot be a conference to abolish armament. The utmost that can be hoped is some limitation or lightening of the military burdens which can be achieved more by the removal of the causes providing the bases of possible conflicts, thus striking the roots of war, than by paper agreements. The *World* declares that President Harding must have a definite programme or formula which has not been disclosed. The disarmament issue has been subordinated to the Pacific and Far Eastern question. Therefore all expectations of disarmament are necessarily vague. Having dragged everything, including a mythical association of nations, into the conference, the President is now astonished to find people taking him seriously and holding him to strict accountability.

**FRENCH REPRESENTATIVES.**

PARIS, October 13.

It is officially announced that in addition to M. Briand, France will be represented at the Washington Conference by M. Viviani, M. Sarraut (Minister for Colonies) and M. Jusserand (Ambassador to the United States).

**AUSTRALIAN DELEGATE SAILS.**

MELBOURNE, October 13.

Mr. Pearce, the Minister of Defence has sailed for Vancouver to attend the Washington Conference.

**AUSTRALIAN NAVY REDUCED.**

**EXPENDITURE £29,000 LESS THAN ESTIMATED.**

MELBOURNE, October 13.

Mr. Laird Smith, the minister of the Navy, introduced in the House of Representatives Commonwealth naval estimates totalling £3,180,000. The expenditure for 1920-21 was £29,000 below the amount of the appropriation, which was due to reduction of the personnel of the navy, as the ranks and ratings lent by the Imperial Government are now being repatriated. The seagoing fleet of the Commonwealth was reduced to two light cruisers and one training cruiser, two sloops, four destroyers, three submarines, and a few auxiliaries.

**BANDIT'S SENSATIONAL EXPLOIT.**

**\$50,000 BANK ROBBERY ENDS IN CAPTURE.**

WINNIPEG, October 13.

Five robbers chloroformed the manager and two women clerks of the Bank of Montreal at Elie and rifled the safe. The robbers escaped in a motor car with \$50,000 cash and securities. The motor car was wrecked. The bandits then scattered through the countryside. They were pursued by a citizens posse who captured them.

## THE DOLLAR.

To-day's closing rate 2/11 1/8

To-day's opening rate 2/11 5/8

## A RICKSHA DISPUTE.

**EUROPEAN AND HIS WIFE.**

**SUMMONED BY COOLIES.**

When a case in which Mr. and Mrs. W. A. Morgan of Kowloon were summoned by two ricksha coolies for refusing to pay their fares immediately after the termination of the hire of their vehicles on the night of September 24 was called before Magistrate Lindell this morning it was announced that the summons had not been served.

Traffic Inspector Garrod said that the police could serve the summons if a remand was granted. Outlining the facts of the case, the Inspector said early on the evening of September 24, rickshas Nos. K302 and K246 were engaged in Nathan Road, outside Tavri Building, by Mr. and Mrs. Morgan. They drove to the K.C.C. and made the pullers wait outside for several hours. They eventually drove back to Tavri Building in the same vehicles, and went in without paying the fares. The coolies waited outside until 3 a.m., and then spoke to a European Sergeant. The Sergeant saw the defendants, and the latter said that they had already paid the coolies, and refused to further discuss the matter. Summonses were taken out against both Mr. and Mrs. Morgan. Mr. Morgan is a stockbroker of the Kowloon Docks, and lives with his wife at No. 41, Tavri Building.

The Magistrate remarked that he did not see why Mrs. Morgan should have been summoned also.

The Inspector pointed out that two rickshas were concerned.

The Magistrate said that if a lady went about with her husband, it was understood that the man was responsible for all expenses.

The Inspector said that he had no objection to dropping the summons against Mrs. Morgan, but in order to save the trouble of taking out new summonses, suggested that the defendants be served with the original summonses, and then the matter could be explained when they came to Court. The address on the summonses was quite correct, but apparently the defendants had since removed, and could not be found at Tavri Building. Sergeant Alexander could serve the summonses on Mr. Morgan at the Docks.

A remand was given until the 21st.

## LOCAL AND GENERAL.

General Leonard Wood, immediately after his arrival in Tokyo, sent a telegram to the Chinese Government expressing his sincere appreciation of the courtesies that had been extended to him in Peking.

The motor hog gets short shrift in Baltimore (U.S.A.). One effective warning is a signpost on the roadside thus:—

Go Slow  
And See Our City.  
Go Fast  
And See Our Jail.

This from a Straits paper:—The steamer "Sea Mew" formerly the yacht used by Governors of the Straits Settlements, has been purchased by Mr. Isaac Benjamin, of Race Course Road, and is being despatched to Pheungpeng to be fitted out as a cattle boat. How have the mighty fallen!

Mr. J. B. Reiss, Hon. Sec. of the Royal Hongkong Golf Club announces in an advertisement in another part of this issue, that the full 18 holes of the New Course at Fanling, will be reopened for play on Saturday, October 15, when the rule restricting ladies from playing on the Old Course on Sundays comes into force. Particulars as to starting times on the Old Course on Sunday mornings and of two Championships are also given.

A distinguished visitor to Singapore at present is Mr. Frederick Palmer, C.I.E., M. Inst. C.E., M. Am. Soc. C.E., F.R.G.S., a partner in the firm of Messrs. Rendel, Palmer and Tritton, Consulting Engineers of Westminster. He has had the distinction of constructing the largest bridge in India—that over the River Son, and more recently as Chief Engineer, Port of London Authority, designed King's Dock which was officially opened a few weeks back.

## BUSINESS NOTICES

### Between Season's Goods.

A few good-value, low-figured lines being featured for One Week at Mackintosh & Co., Ltd.

**Flannel Shirts**  
Seasonable light-weight Ceylon Flannel Shirts in assorted colored stripes ... \$6.50 each.

**Grey Flannel Trousers**  
London-made, ready for wear. All sizes from 32 waist, exceptionally low priced ... \$14.50.

**Paris Garters** at \$1.25 pair.  
"Lova" White Handkerchiefs Mercerized Cotton at \$6.50 doz.

**Silk & Wool Underwear**  
Light-weight quality beautifully soft and comfortable to wear. All sizes in stock. \$10.50 suit.

**Large Assortment of Fancy Ties**  
Also Plain Barthele Silk, assorted colours from \$2.00, \$2.50, \$3.00 & \$3.50.

**Assorted Plain Coloured Elastic Braces, ivory fittings ... \$1.00.**  
"Pyramid" Handkerchiefs Fancy colored borders \$7.50 doz.

**MACKINTOSH & CO., LTD.**

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HAVE ALL YOUR  
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QUICKLY AND ACCURATELY**

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**DRUGS OF THE BEST QUALITY**

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AND REMEMBER YOUR PRESCRIPTIONS ARE  
DISPENSED PERSONALLY

BY  
**FULLY QUALIFIED EUROPEAN CHEMISTS.**

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**THE QUALITY HOUSE**

has a new stock of CHRISTMAS commodities.

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**CHRISTMAS CARDS**

(any assortment)

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Provision Dept. Phone 2895.

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Manufacturers of:—

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PUFF BOXES.

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SPECIAL SHOW**  
OF  
**INFANTS' AND CHILDRENS'**  
**WHITE  
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DER. A. WING &amp; CO.

60, Des Voeux Road, CENTRAL.

## MARRIAGE.

**TRAYNOR KNIGHT.**—On October 5, 1921, at Shanghai, Ernest James Traynor, eldest surviving son of Mr. and Mrs. Peter Traynor, of London, to Violet Blanche Knight, eldest daughter of Mr. and Mrs. Wm. A. Knight, of Southsea.

## DEATHS.

**MENCARINI.**—On October 7, 1921, at Shanghai, Manuel Mencarini, aged 30 years and 10 months, eldest son of Mr. and Mrs. Juan Mencarini, late Secretary Insular Life Insurance Co., Ltd., of Manila and of the Shanghai Life Insurance Co. of Shanghai.

**BRADLEY.**—On October 7, 1921, at Shanghai, Eric Rupert Bradley, the dearly beloved husband of Emily Florence Alice Bradley, aged 29 years.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, FRIDAY, OCT. 14, 1921.

## MORE HUMAN NATURE.

We have read the manifesto of the Anti Mui-tai Society with admiration as well as with sympathy. We did not, as we might have done, read it, as the famous words "almost thou persuadest me" occur to us. It is really an excellent manifesto—up to a point about three parts way through. While reading it we thought of the humanly natural way of approaching all such controversies. There are always facts to be found to tell either way. Human nature selects the facts that appear in the scale on the side of

its own predilections. Those facts it may present quite fairly, but to ignore and suppress facts that weigh the other way—though humanly natural and generally treated as respectable—is worse than positive misrepresentation, because more insidious. The enquiring student verifies the facts presented, concludes therefrom that he has an honest and trustworthy teacher, and abandons further enquiry or thought. When we reflect that for every student there are a dozen or more people who do not study at all, but prefer their thinking done for them, we are dismayed by the poor prospect that truth has of prevailing.

Admirable as this manifesto is, being fairer than most such productions are, we find that while it presents all the facts that suit its purpose, it is not judicial. If we have not already implied it, let us say here that we admit we have no right to expect it to be judicial. It is the advocate pleading, not the judge summing up. We want to make quite sure that we have given expression to some facts not stressed here, are not led into the tricks of advocacy, because human nature, beginning impartially, is easily swayed to bias in favour of the side to which its first impartial judgment may have seemed to lean. The quite honest president who has once declared that the eyes or the noses have it, is liable to be thenceforth pro-eye or pro-nose. We conclude that the judge who gave a decision that is subsequently appealed against cannot remain, in the inner recesses of his consciousness, as casually judicial as he was when he gave it. This may account for our thoughts on reading that "anyone who buys a mui-tai is helping to destroy one of the most sacred of human bonds." It may be shocking, but it happens to be a fact, that the bond between father and child is less real and less sacred than sentimentalists and rose-tinted glass-seers suppose. It may be shocking, but it happens to be true, that

science does not see anything sacred even in the stronger tie of motherhood. We do not ourselves, otherwise we would not so nonchalantly take away the cat, her puppies from the old pet dog, who is a dear, but disgracefully immoral. Shaw the playwright has pointed out, as truthfully as brutally, how empty much of this cant is, how in ninety per cent. of cases the parents are the least suitable people to be trusted to bring up their children; and how the beautiful word Home often means (apart from exceptional cruelty) a sort of hell for the young. Thus and thus did our thoughts run, on meeting this unctuous phrase about "the most sacred of human bonds" as applied to the attenuated connection of father and child. But, as we have already confessed, this might be due to those obscure factors in human nature to which we have alluded. In any case, as the reader will observe, it should not affect the main issue.

The authors of the manifesto, to whom our sincere compliments, must not feel hurt if we now point to an example where they have taken a fact and misrepresented it and offered thereon an argument as unsound as it is biased. Our practical suggestion that poverty compels the disposal of daughters from the teeming millions just outside our gateways is described, inter alia, as untrue and hypocritical, and absurd. We naturally resent that any argument of our own should be found absurd, but we control our emotion and waive that. We are indignant at being called hypocritical, but recalling all that we know of human nature, we let even that slide. Was the argument untrue? The manifesto, with an air of triumphant logic, asks "if the poor cannot keep them, how is it that they manage to do so until the girls are old enough to be sold mui-tai?" Our answer is that a very poor family does not feel the pinch of feeding an infant so much as it does the requirements of a growing child. At one year of age, nature caters. After that up to five or six, it means, as the poor say, "merely an extra spoon." At seven and beyond the breadwinner finds that it does cost appreciably more. If that be the only argument against its truth, we shall hold it true. We believe it to be true. We did not hypocritically invent it. This again does not seriously affect the main issue. It is all a part of "making out a case."

After making out a good case against the evils of the mui-tai system (almost every point of which, we must mention, could be fairly used against the factory system) the authors of the manifesto come to constructive propositions. They wisely call them tentative. (1) After proving all the horrid dangers that surround the mui-tai in her present position, they propose to leave her there, until she has worked off (at a rate to be fixed) the money paid for her. (2) To cancel (and refuse to recognize officially) all the deeds of sale. To this we have never objected. We are quite willing. We have, however, pointed out that it will make no real difference to the girls themselves, to their temptations and treatment. It will abolish the name, but not the thing. (3) An employment bureau, with Government subsidy. This to be, apparently, in addition, a training home. Here the Government faces a practical difficulty, encountered before, in the shape of the apparently endless reservoir of girls waiting for the bursting of the dam. They consider that any such institution would be swamped at once. Show us how to meet this. The manifesto ignores it, although it was put forward in our own earlier presentation of the facts. (4) Compulsory registration. This is one of the features we shy at. If possible, we hope to see our Administration manage with a minimum of the domestic intrusion and officialdom and Red Tape that such things involve. Unless we see that the good to be achieved outweighs the new evil to be created, we cannot be converted to the views of the agitators, although we are every bit as much shocked by the idea of slavery as they are.

## FIRST POLICE DANCE ENJOYED.

The Police Social Section gave their first dance of the season in the gymnasium at Headquarters last night, over 100 persons taking part. A most enjoyable evening was spent, mainly due to the efforts of the Hon. Sec., Mr. P. Condon. It may be also mentioned that the section is in the fortunate position of being able to provide its own musicians, who yesterday proved themselves to be the real thing.

These dances are to be held in alternate weeks; what drives will be given during the intervening weeks.

## CHILDREN'S COLDS.

Let the children rack their little bodies in such a distressing manner, when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy for sale by all chemists and druggists.

## SPECIAL CABLE.

## MENTAL DEGENERATE.

## GREEK JAILED FOR MURDERING WIFE.

[China Mail Special.]

SHANGHAI, Oct. 14. Theodore Georgopoulos was yesterday in the International Mixed Court found guilty of murdering his wife and sentenced to fourteen years' imprisonment. A plea of insanity was not accepted. The accused was addicted to morphia and was referred to as being a mental degenerate.

## LOCAL AND GENERAL.

The Canton tea house lockout has ended.

Mr. P. J. Green has passed his examination as first mate (S.S.)

More than sixty buildings were destroyed by fire in Sikkim yesterday morning.

The death has occurred at Lucerne of Mr. L. H. Clayton, late of the Malayan Civil Service.

A railroad connecting Kwangtung and Kwangsi is now planned by the authorities of the two provinces.

Geese, turkeys, ducks, fowls and rabbits are included in Messrs. Lammert Bros. auction sales for to-morrow.

The British Legion cabaret dance will be held in the City Hall on Friday, Nov. 1 at 9.15 p.m. Particulars are given in an advertisement appearing in this issue.

The total output of the Kailan Mining Administration's mines for the week ending October 1, amounted to 79,717 tons and the sales during the period, to 65,056 tons.

While working in the Kowloon Dock yesterday afternoon, a coolie was injured on the left foot by a heavy piece of iron which was being hoisted by the crane slipping from the hooks and falling on it. He is now in hospital.

The death is announced in Shanghai, of Mr. Manuel Mencarini, who died at his residence, 612, Rue Lafayette, at the early age of thirty years and ten months. Mr. Mencarini was lately secretary of the Insular Life Assurance Co., of Manila, and of the Shanghai Life Insurance Co., of Shanghai. He was the eldest son of Mr. and Mrs. Juan Mencarini.

A ciner boat coolie reports to the police that about 5 a.m., yesterday, while the vessel was proceeding into Wanchai Bay, it was run into by a fishing boat going in an opposite direction, and sank immediately. The complainant and a foki managed to swim to the s.s. "Shantak" and climb aboard. The other three members of the crew disappeared, and have not been seen since.

The death took place at Shanghai, last week, of Mr. E. B. Bradley, advertising manager of the Asiatic Petroleum Co., Ltd. Deceased, with his wife and two children, spent the month of September in Chefoo and on their return Mr. Bradley was obliged to go into the Nursing Home, his illness being diagnosed as typhoid fever. Mr. Bradley, who was about 30 years of age was a sergeant in the Artillery Co., S.V.C.

Mr. Byron Alexander from Vancouver, Canada, arrived here on the last "Empress," with a splendid line of Canadian furs, including dark Alaska, mink, mole, Hudson seal, Alaska sable, white and black fox, skunk and ermine. The latest Paris and New York styles in opera wraps, coats, costumes, capes, stoles, ties and scarfs. Mr. Alexander has arranged to display these handsome furs exclusively with Wm. Powell Ltd., stores. The sale, for one week only, begins on Monday, Oct. 17.

The trade mark case of Sun Chik Lee firm, 41, Wellington Street, was argued yesterday in the hole in the Messrs. Mander Bros., (England), through Mr. H. L. Dennis, for the trade mark, was concluded. The Magistrate Lindsey yesterday, in his possession on September 10, bearing false trade descriptions. Mr. Dennis told the Magistrate that the prosecution was prepared to withdraw the summons in consideration of the defendants undertaking to cease dealing in such ink. Defendants had also paid the complainant's \$500 compensation, and were willing to surrender to Messrs. Mander Bros., all the ink seized. The case was accordingly struck out.

## OPIUM CHASE.

## SERIOUS AND UNPLEASANT ALLEGATIONS.

ALLEGED TRUMPED UP CHARGE.

Four Chinese—the coxswain of a motor boat, his foki, and two members of the crew of a sampan were charged before Magistrate Orme this morning with having had in their possession on board their vessels, 720 and 360 taels of raw non-Government opium, respectively.

Before opening the case, Inspector Spear of the Water Police, asked for permission to prefer a further charge against the coxswain of the motor boat, under section 46, for allowing his vessel to be used for the transportation of illicit opium.

Mr. M. K. Lo, who appeared for all four defendants, said that he did not know the first thing about the case from the prosecution's point of view, and if Inspector Spear would give a brief outline of the facts of the case, it would help greatly to make the proceedings brief, and give him (Mr. Lo) an opportunity of outlining his defence as soon as possible, as he had some serious and unpleasant allegations to make.

Inspector Spear said that the facts of the case were very simple. About 2 p.m. on October 10, an Indian constable stationed at Luna received certain information, as the result of which he and another Indian constable, carrying their arms, hired a sampan and went out to the defendants' vessels which were lying in the bay. In the motor boat they found a large grass bag containing 720 taels of raw opium. The first and second defendants were in charge of the boat. In the boat near by, on which were the other two defendants, the constables found a smaller bag, also containing illicit raw opium. They took the men and opium to the station.

Mr. N. L. Smith, Superintendent of Imports and Exports, said in reply to the Magistrate, that he was present in Court only in the interest of his department. If the case were proved against the coxswain, he would apply for the confiscation of the motor boat.

Mr. Lo said that the case for the defence was also very simple. The motor boat was hired by four men to take them to Chungchow. They made the journey without incident. On the way back, the boat developed engine trouble and they had to hire a sampan to tow them to shore. While they were being towed, they saw a loko boat making towards them. When the stranger got near, the two Indians showed themselves and wanted to engage the motor boat to chase a sampan. As the engine could not be started, the Indians continued the chase in their own boat. The three men on board the fugitive, went ashore and escaped. The Indians brought back the empty boat. The engine having been repaired by this time the motor boat towed the other two boats to the beach. All the persons concerned went to the station where they would be detained for enquiries. They stayed at the station for about half an hour, after which they were allowed to go.

No opium was found on the motor boat, and the coxswain and his foki both alleged that the Indians informed one of the Europeans at the station to that effect. Therefore if they were charged with possession of opium now, the charge must be a trumped up one.

Inspector Spear called evidence. Indian constable B63 said that about two o'clock on the afternoon of October 10, he and B143 received certain information that a motor boat and a sampan, which they could see in the bay from the station, had opium on board. Taking their arms, they engaged a sampan, and lying flat in the bottom of it, were rowed out to the sampan. First and second accused were on board the motor boat. The Indians produced their arms and ordered the defendants not to move. On the deck of the motor boat was a large sack, the mouth of which was open, revealing opium. The Indians then searched two sampans lying alongside the motor boat, and in the one occupied by third and fourth accused found a quantity of opium after a short search. The mouth of the hole was so small, that the bag could be pushed in, though not from the motor boat. They then told the coxswain to tow the sampan to the beach. At first the coxswain said he could not but the witness threatened to fire, whereupon the engine was started.

When they arrived, the witness went to the station and reported to the senior Indian Sergeant leaving two Chinese constables and B143 to look after the motor boat and sampans. By Mr. Smith: When they reached the sampan, first and second accused were sitting in the motor boat talking behind the engine. It did not take them long to start the engine after

## THE WRONG COURT.

## FRAUD CHARGE FAILS.

A QUAIN LETTER.

Holding that there had been no criminal offence Magistrate Lindsey at the Police Court yesterday, discharged an elderly Chinese called Li Chak Heung who was charged with the fraudulent conversion of \$8,000 belonging to Li Yu Tin, trading as the Wing Loong, of Swatow, and the Wing Hop of Hongkong.

For the prosecution Mr. G. R. Haywood said that the defendant began with the Wing Hop firm as coolie about 30 years ago at a salary of \$30 a year and rose to be manager with a yearly salary of \$420 with board and lodging and certain privileges.

Mr. D. J. Lewis, who appeared for Li Chak Heung, said the defence was that a 10 per cent bonus was due to the defendant and the money drawn represented the accumulated bonuses of several years. The prosecution alleged that the bonus was overdrawn but the defendant claimed that there was still money due to him.

Mr. Lewis suggested to the complainant in cross-examination that his business went bankrupt some years ago and that he, and not the defendant, absconded, leaving the defendant to face the music. The complainant admitted that he had written the following letter to the defendant:—

I have gone as far as the water will carry me and my way is stopped by the mountains. I am on the verge of bankruptcy. I formerly went in for Government motorcycles, but times and circumstances have changed and I lost \$20,000 or \$30,000. On dyes, also, some profits were made at the beginning but later, owing to a fall in price, I have lost about \$30,000 or \$40,000.

In all my business transactions I have commanded respect by my sincerity and honesty and I have looked upon my reputation as my "Life No. 2." That is why, at the mooncake festival, I took so much trouble and got together \$4,000 and remitted it by wire. My indebtedness is now so great, my command of money is now out of land, and pressure for payment is tightening every day; with what face can I meet people?

I shall, hereafter, loosen my hair and enter the mountains and shall not dare to know the affairs of the world again. I hope you will say a good word for me to people and explain my difficult position to them. Say I am not like "the ungrateful bird" and I trust people will take into consideration the many years of business relations between us in which there were never any misdeeds on my part, and will pardon me.

I have cried out until my voice is hoarse and my strength is exhausted, but I am still without means of meeting the situation. I hope people will exercise their compassion and not drive a man to a blind path.

In announcing his decision that the charge should be dismissed the Magistrate expressed the view that the case was one for the civil courts to adjudicate upon.

## CRICKET FIXTURES

The Civil Service Club opens its cricket season to-morrow at 2.15 with a match between the First Eleven and the Next Fifteen. A keen game is expected.

The teams are as follow:

First Eleven.

G. R. Sayer, Capt.

Hon. Dr. C. Severn.

F. de Rome.

E. W. Hamilton.

R. E. O. Bird.

H. Strange.

R. W. Mitchell.

F. J. Ling.

E. Fincher.

W. H. Edmonds and

C. Hake.

Next Fifteen.

R. G. Taylor, Capt.

F. E. Booker.

W. H. Thornton.

H. Cowen.

W. Gill.

G. Brockbank.

C. J. Tocchi.

G. Dunkley.

G. A. Harding.

W. Gervin.

W. Hill.

S. E. Alderman.

H. Sandford.

F. Bacon and

C. Sara.

The witness threatened to shoot. They went off at once.

By the Magistrate: The witness did not see the strangers come in. They were not in the bay, but just outside it, about 1,000 yards from the beach.

The witness was being examined by Mr. Lo as we went to press.

## CHRISTMAS CARDS.

## TUCK'S 1921 COLLECTION.

It is impossible to hear the name of Raphael Tuck and Sons mentioned without at once connecting it with Christmas and Christmas greetings. "Tuck's Christmas Cards"—for more than a score of years these daintily illustrated messengers have conveyed "the compliments of the season" to Britons, the world over and the famous publishing house that gives them birth may lay claim to have helped a very great deal towards keeping the Christmas spirit green and unwithered in the hearts of men.

That Tuck's are still maintaining their traditionally high standard of artistic merit is proved by the specimens of their 1921 collection that have been sent to us for review. It is still true that a card or a calendar embossed with the familiar card and palette which is the Tuck trademark is something more than a mere reminder of goodwill; that its intrinsic beauty as a work of art is such that it makes a very acceptable gift not to be thrown into the wastepaper basket but cherished carefully amongst one's treasures.

This year there will be more than 3,000 designs to choose from. Besides Christmas and New Year cards and calendars there will be a fine selection of gift books, toy books, painting books, pictures and art novelties of all descriptions. It is sufficient guarantee of the quality of the 1921 output that Messrs Tuck and Sons are able to say that no better collection has ever left the studios of "Raphael House."

Again has fallen to the house of Tuck the honour of preparing the Royal Christmas Cards, which include this year two superbly designed historical pictures: "The Kings of England and France" and "Queen Elizabeth knighted Drake," by Howard Davis. Then, among the many novel series, are some beautiful silhouette studies, oleographs and art Chromes—not forgetting the famed "Pot Pourri" series with its charming hand-painted designs and choice perfumes.

Upwards of 400 different calendars are offered this year and about 100 of them display strikingly beautiful reproductions of oil paintings. Then there is a fine variety of humorous calendars, engagement calendars and daily clock calendars supplied with texts and quotations from the classics. Photographs and colour prints, oleettes and pastels, etchings and engravings may be had at prices ranging from the popular shilling subjects to the more costly specimens that run into guineas.

Some exquisite productions are to be found amongst Tuck's treasure trove of gift books, and "Father Tuck's Annual" is a whole library in itself. Painting books there are and books of nursery rhymes and fairy tales to lead the childish mind into that enchanted garden of rainbow dreams the key to whose gateway most "grown ups" have lost and some have never found.

## SPORT.

## LAWN TENNIS.

## RALSTON CUP TOURNAMENT.

On the Queen's College ground, Causeway Bay, on Wednesday, the final of the Ralston Cup Tennis Tournament was played off, before a large gathering of interested spectators.

O. Rumjahn and S. H. Ismail were the finalists. Rumjahn won after a hard tussle, in which some good tennis was witnessed, by 3 sets to 1.

Ismail showed fine form in the opening stages of the game, and took the first set comparatively easily for 6-4.

Rumjahn turned the tables in the next set and won by the same score, 6-4. Ismail fell off form in the third set. Taking advantage of his opponent's faults, Rumjahn forged ahead, and scoring fast, won the set 6-1.

The fourth set was the most exciting of the lot. Ismail made a fine recovery, and with Rumjahn warning up to his task, the pair put up a rare struggle. Fourteen games had to be played before Rumjahn secured the set and match for 8-6.

Both players were well applauded for their performance.

The final scores were 4-6; 6-4; 6-1; 8-6 in favour of Rumjahn.

## FOOTBALL.

## CLUB V. "AMBROSE."

The following will represent the Hongkong Football Club in a friendly match against H.M.S. "Ambrose" on the Club's ground to-morrow, kick-off 4.15 p.m.:—G. F. Edgar; W. Gerard and M. L. Ralston; J. W. R. MacPhail; J. Rodger and A. Forsyth; D. H. Banner, W. F. Telfair, W. R. Kuir, S. D. Egan and P. G. England.







## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE

Sailings to Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).  
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE

Sailings to Macao daily at 8 a.m. and 5 p.m. (Sundays at 5 p.m. only).  
From Macao daily at 8 a.m. and 5 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the COMPANY'S OFFICE, Hotel Mansions, or from Messrs. TROT, COOK &amp; SON, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON.

FOR NEW YORK AND/OR BOSTON  
VIA SUEZ.

S.S. "WRAV CASTLE" .....Sailing about 8th Nov.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING  
FOR LEVANT, BLACK SEA & DANUBE PORTS

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

## FOR BRINDISI, VENICE, AND TRIESTE

S.S. "PERSIA" .....Sailing on or about 7th November.

## FOR SHANGHAI.

S.S. "PERSIA" .....Sailing on or about 22nd October.  
Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to  
SAILING FROM COLOMBO TO  
SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to:-

DODWELL &amp; CO., LTD., Agents.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

AMAZON MARU .....Wednesday, 9th Nov.

GUENOS AIRES—Ride de Janeiro, Santos, Durban & Cape Town via Singapore.

PERU MARU .....Friday, 13th Nov.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

MAHAT MARU .....Thursday, 27th Oct.

DELI & BANGKOK via SINGAPORE—Regular Monthly PASSENGER service.

BUSRO MARU .....Tuesday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Kobe—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago, Milwaukee and St. Paul Railway.

ARIZONA MARU (omit. Shanghai) .....Friday, 21st Oct.

MANILA MARU .....Friday, 4th Nov.

NEW YORK via PANAMA .....Friday, 14th Oct.

NEW ORLEANS via SUEZ .....Friday, 21st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

ATLAS MARU .....Wednesday, 19th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAIYO MARU .....Saturday, 22nd Oct.

TAKAO via SWATOW & AMOY .....Tuesday, 18th October.

For sailing dates and further particulars please apply to:-  
Y. TASUDA, Manager.  
No. 1, Queen's Building.

Tel. No. 744 and 745.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. &amp; CHINA MUTUAL S.S. CO., LD.)

## AMERICAN &amp; MANCHURIAN LINE

GILLERMAN &amp; BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF ADELAIDE" .....Via Suez Canal .....1st Nov.

"TYDEUS" .....Via Suez Canal .....12th Nov.

"KANAS" .....Via Suez Canal .....17th Nov.

Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to  
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG  
HONGKONG & CANTON .....SHELS & CO. ....CANTON

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS-CASTERS, IRON-FOUNDERS. All work done in this establishment is guaranteed. We have only thirty years' experience. We own two slipways and can accommodate very craft of up to 1,000 tons.

From 1888-44, CORRAVANT ROAD CENTRAL, HONGKONG. Telephone No. 426.

Shipping: 81 Queen's Road, HONGKONG. Telephone No. 2.

Refrigerators furnished on application.

Hongkong & Canton L. 1912.

## SHIPPING

## O. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL.

HOIHOW, PAKHOI & HAIPHONG .....SAILING .....Oct. 15, at 10 a.m.

SHANGHAI AND TIENTSIN .....SAILING .....Oct. 15, at 4 p.m.

SWATOW AND SINGAPORE .....SAILING .....Oct. 15, at 4 p.m.

SWATOW AND SHANGHAI .....SAILING .....Oct. 15, at 10 a.m.

HAIPHONG .....SAILING .....Oct. 17, at 10 a.m.

CHIFENG .....SAILING .....Oct. 17, at 4 p.m.

SWATOW AND SHANGHAI .....SAILING .....Oct. 18, at Noon.

SHANGHAI .....SAILING .....Oct. 20, at Noon.

WEIHAIWEI, CHEFOO & TIENTSIN .....SAILING .....Oct. 20, at 4 p.m.

SHANGHAI AND TIENTSIN .....SAILING .....Oct. 22, at 4 p.m.

MANILA, CEBU AND LOILO .....SAILING .....Nov. 3, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Known for its accommodation, electric fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (twice weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

PANCHOE LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:-  
BUTTERFIELD & SWIRE, 1921/22.

Telephone No. 26.



Operating the following U.S. Shipping Board Steamers

## PASSENGER &amp; FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai-Kobe-Yokohama.

Leave Hongkong. Arrive Seattle.

S.S. "WENATCHEE" To Manila. ....Nov. 8th.

S.S. "SILVER STATE" .....Oct. 22nd. ....Nov. 11th.

S.S. "WEATCHEE" .....Nov. 18th. ....Dec. 8th.

S.S. "KEYSTONE STATE" .....Dec. 9th. ....Dec. 30th.

## FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe &amp; Yokohama.

S.S. "MONTAGUE" .....Nov. 11th.

S.S. "ABERDEEN" .....Dec. 7th.

Through Bills of Lading issued to Overland common points Passenger and Freight Particulars. Apply to:-

## THE ADMIRAL LINE,

Telephones 2477 &amp; 2478. 5th Floor, Hotel Mansions

## THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA  
and other JAVA PORTS.

Like ONAWA .....18th Oct.

## FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

## OFFICES

5th Floor, Hotel Mansions. Telephone 2477 &amp; 2478. Passenger Office. Queen's Bldg., 2 Ice House St.

## SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.  
Via Panama

S.S. "JADDEN" .....Oct. 24th.

For freight, space and particulars apply to:-

## THE BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE,

Telephones 2477 &amp; 2478. AGENTS

5th Floor, Hotel Mansions.

## NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG AND JAVA.

For Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" .....Sailing on or about 15th Oct.

For Moji, Kobe, Osaka and Yokohama.

S.S. "BORNEO MARU" .....Sailing on or about 28th Oct.

For further information please apply to:-

K. SUZUKI,

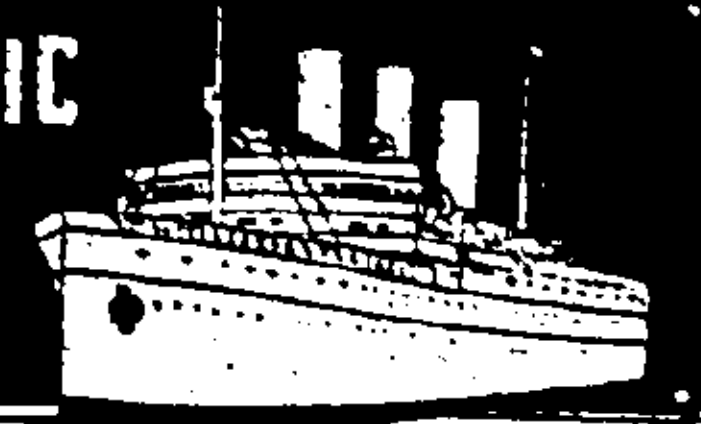
Manager.

Telephone No. 2206.

Prince's Building, Second floor No. 3, Des Voeux Road Central.

## SHIPPING

## CANADIAN PACIFIC STEAMSHIPS LIMITED.



## HOME VIA CANADA.

Hongkong to England.

Via SHANGHAI, NAGASAKI, (Moji) Kobe, Yokohama, Vancouver &amp; Montreal.

PACIFIC (STEAMERS)	FROM HONGKONG	DATE	TO VANCOUVER
Monteagle	Oct. 26	Nov. 19	
Empress of Asia	Nov. 10	Nov. 23	
Empress of Japan	Nov. 23	Dec. 14	
Empress of Russia	Dec. 8	Dec. 28	
Monteagle	Jan. 17	Feb. 11	

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Harre, Naples & Danzig. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartment & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## CANADIAN PACIFIC STEAMSHIP LIMITED.

Hongkong Office. Telephone 752. Cable Address GACANPAC.

## CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER SERVICE.

"NANKING" "MILE" "CHINA"

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

## HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" .....S.S. "NANKING" .....Dec. 12th.

Nov. 3rd.

## HONGKONG TO SINGAPORE

S.S. "CHINA" .....S.S. "NANKING" .....Nov. 23rd.

Oct. 18th at 8 a.m.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, Telephone 1934. ICE HOUSE STREET, Tel. Prince's Bldg. &amp; Agent, No. 2161.

## NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

## "S. S. NILE"

HONGKONG TO JAVA .....November 13th.

HONGKONG TO SHANGHAI .....October 29th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

Also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, Telephone 1934. ICE HOUSE STREET, Tel. Prince's Bldg. &amp; Agent, No. 2161.

## AMERICAN &amp; ORIENTAL LINE.

NEW YORK via SUEZ

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (THROUGH EAST LONDON), PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to:-

THE BANK LINE, LTD.

MAGAZINE ANNEX

## "GILLERMAN" LINE

(Gillerman &amp; Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED,

FOR

LONDON, ROTTERDAM AND HAMBURG .....S.S. "CITY OF PEKIN" .....27th Oct.

LONDON, ROTTERDAM AND HAMBURG .....S.S. "CITY OF DELHI" .....15th Nov.

Subject to change without notice.

THE BANK LINE, LTD.

Queen's Annex.

## NOTICE TO SHIPPERS AND PASSENGERS.

## VESSELS DUE

## FROM SHANGHAI

Oct. 25.—J.C.J.L. Tientsin.

Nov. 7.—B.F. City of Adelaide.

Nov. 9.—P. & O. Khorus.

Nov. 11.—B.F. Diliwara.

Nov. 12.—B.F. Tydes.

Nov. 13.—B.F. Kansas.

Dec. 13.—B.F. Kt. of the Garter.

Dec. 18.—P. & O. Danera.

## FROM JAPAN

Oct. 15.—S.Y.K. Suwa Maru.

Oct. 17.—S.Y.K. Arafura.

Oct. 17.—N.Y.K. Nikko Maru.

Oct. 18.—B.F. Gregory Apsar.

Oct. 21.—B.F. Tientsin.

Oct. 27.—P. & O. Nardini.

Oct. 28.—F.K.K. Seijo Maru.

Oct. 31.—B.F. Tonia.

Nov. 1.—B.F. Anilochus.

Nov. 1.—B.F. Japan.

Nov. 1.—P. & O. Karmala.

Nov. 1.—P. & O. St. Albans.

Nov. 1.—B.F. Peiss.

Nov. 1.—B.F. Mentor.

Nov. 1.—B.F. Macbat.

Nov. 1.—P. & O. Karmala.

Nov. 1.—P. & O. Lohore.

Nov. 1.—P. & O. Nardini.

Nov. 1.—B.F. Tonia.

Nov. 1.—B.F. Tonia.

## FROM MANILA

Oct. 25.—B.F. Proteus.

Nov. 17.—B.F. Ixi.

Dec. 8.—B.F. Tithybia.

Dec. 23.—B.F. Tyndarus.

## FROM JAVA

Oct. 17.—J.C.J.L. Halia.

Oct. 2.—J.C.J.L. Halia.

## FROM BOMBAY

Nov. 4.—P. & O. Lahore.

Dec. 7.—P. & O. Danera.

## FROM CALCUTTA

Oct. 10.—B.F. Japan.

## FROM SYDNEY AND MELBOURNE

Oct. 24.—E. & A. St. Albans.

## FROM VANCOUVER

Oct. 29.—P. & O. Monteagle.

Nov. 3.—P. & O. Tithybia.

Nov. 15.—B.F. Tyndarus.

Jan. 13.—B.F. Proteus.

## FROM SAN FRANCISCO

Oct. 24.—T.K.K. T'yo Maru.

## FROM LONDON

Oct. 12.—S.Y. Pembroke.

Oct. 12.—B.F. Benlmon.

Oct. 12.—B.F. Glenfer.

Nov. 4.—P. & O. Karmala.

Nov. 10.—G.L. Glenzie.

Nov. 20.—G.L. Glenzie.

Nov. 22.—P. & O. Syria.

Dec. 1.—P. & O. Karmala.

Dec. 1.—P. & O. Karmala.

Dec. 1.—P. & O. Karmala.

Dec. 1.—P. & O. Karmala.

## FROM LIVERPOOL

Oct. 17.—B.F. Machon.

Oct. 22.—B.F. Rheus.

Oct. 22.—B.F. Mentor.

Nov. 8.—B.F. Loxodon.

Nov. 16.—B.F. Rellorbon.

Nov. 20.—B.F. Kt. of the Garter.

Nov. 23.—B.F. Agamemnon.

Nov. 27.—B.F. Yangtze.

Nov. 27.—B.F. Tithybia.

Dec. 1.—B.F. Polyphenus.

Dec. 8.—B.F. Karypina.

Dec. 13.—B.F. Teucer.

Dec. 20.—B.F. Myrmidon.

Dec. 27.—B.F. Cyclops.

## MOVEMENTS OF STEAMERS.

The s.s. "Furymachus" (Blue Funnel Line) left Shanghai on Oct. 11 for Boston and New York via Hongkong. The vessel is due here on Oct. 14 and will sail as above on Oct. 15.

The s.s. "Wray Castle" (Blue Funnel Line) sailed from Panama on Sept. 17, and is expected here in the second half of next month. Agents: Dodwell and Co., Ltd.

The s.s. "Japan" left Calcutta on Oct. 8 and is expected to arrive at Hongkong about Oct. 19.

The O.P.S. R.M.S. "Monteagle" left Vancouver for Hongkong, via Japan ports, Shanghai, etc. Sept. 24 and is due here on or about Oct. 30.

The s.s. "Wray Castle" (Blue Funnel Line) left New York on Sept. 22 and is expected to arrive at Hongkong on Oct. 13 for Hongkong and is due here on Oct. 17 at daylight.

The O.P.S. R.M.S. "Empress of Russia" will sail hence at noon on Thursday, Oct. 13 for Victoria and Vancouver, B.C. via Shanghai (Woods), Nagasaki, Kobe, Shimizu and Yokohama.

The N.Y.K. s.s. "Suwa Maru" (Australian Line) left Kobe for this port via Nagasaki and Shanghai on Oct. 7 and is expected here on Oct. 17 at daylight.

The s.s. "Machon" (Blue Funnel Line) left Singapore on Oct. 13 for Hongkong and is due here on Oct. 17 at daylight.

The N.Y.K. s.s. "Nikko Maru" (Australian Line) left Kobe for this port via Nagasaki and Shanghai on Oct. 7 and is expected here on Oct. 17 at daylight.

The s.s. "Wray Castle" (Blue Funnel Line) left New York on Sept. 22 and is expected to arrive at Hongkong on Oct. 13 for Hongkong and is due here on Oct. 17 at daylight.

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The s.s. "Wray Castle" (Blue Funnel Line) left New York on Sept. 22 and is expected to arrive at Hongkong on Oct. 13 for Hongkong and is due here on Oct. 17 at daylight.

The O.P.S. R.M.S. "Empress of Russia" will sail hence at noon on Thursday, Oct. 13 for Victoria and Vancouver, B.C. via Shanghai (Woods), Nagasaki, Kobe, Shimizu and Yokohama.

The N.Y.K. s.s. "Suwa Maru" (Australian Line) left Kobe for this port via Nagasaki and Shanghai on Oct. 7 and is expected here on Oct. 17 at daylight.

The s.s. "Machon" (Blue Funnel Line) left Singapore on Oct. 13 for Hongkong and is due here on Oct. 17 at daylight.

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3H PP. N.]

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER SERVICES  
THAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

## PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"AHIVA"	5,400	15th Oct.	London via Singapore, Penang, Colombo, Port Said, & Marseilles
"DUNERA"	5,400	20th Oct.	Singapore, Colombo & Bombay
"KARNATA"	5,400	25th Oct.	Marseilles, London & A'werp
"KARNATA"	5,400	15th Nov.	Marseilles, London & A'werp
"KARNATA"	5,400	25th Nov.	Marseilles, London & A'werp

## BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EURYALUS"	3,600	15th Oct.	Singapore only, Cebu, via Singapore, Penang and Rangoon
"GREGORY APCAR"	4,700	20th Oct.	

## EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	9th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne
"ST. ALBANS"	4,500	14th Nov.	

## SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	15th Oct.	Yokohama direct, Shanghai and Kobe
"JAP N."	6,100	21st Oct.	Shanghai and Kobe
"NY NZ"	7,000	26th Oct.	Shanghai and Kobe
"LAHORE"	5,200	5th Nov.	Shanghai and Kobe

## SPECIAL STEAMER.

The P. & O. S. S. "EGYPT" is expected to leave Hongkong on or about the 15th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All rates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Cabin Passengers may travel by E.I.S.N. Company's steamers between Hongkong and Marseilles in line of the section of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge. Steamer and sailing dates are liable to be cancelled or altered without notice. Passengers' baggage not more than 25 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passengers' Freight, &c., apply to:

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

## E. H. ING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS;  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1114. 25, Wing Wo Street, Central.

## N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
VICTORIA, PATTLE & VANCOUVER via Shanghai & Japan ports. Through bills of lading issued to all Overland Common Points in U.S.A. and Canada.

GIWA MARU (Yokohama direct) ... Saturday, 20th Oct. at 11 a.m.  
FUKUMI MARU (Yokohama direct) ... Saturday, 19th Nov. at 11 a.m.  
KATSUMI MARU (Yokohama direct) ... Saturday, 3rd Dec. at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez & Port Said.

ITO MARU ... Friday, 28th Oct. at 11 a.m.  
ATSUTA MARU ... Friday, 11th Nov. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Saturday, 22nd October.

LIVERPOOL via MARSEILLES.

KAMAKURA MARU ... Beginning of December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville, Brisbane.

NIKKO MARU ... Tuesday, 18th Oct. at 11 a.m.  
AKITA MARU ... Tuesday, 18th Nov. at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

DUBBAN MARU ... Thursday, 20th Oct.  
DELAGOA MARU ... Friday, 25th Nov.

NEW YORK via SUEZ.

RANGOON MARU ... End of October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KAWACHI MARU ... Tuesday, 8th November.

BOMBAY via Singapore, Penang & Colombo.

AKITA MARU ... Saturday, 22nd Oct.  
WAKASA MARU ... Thursday, 3rd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

BENTEN MARU ... Saturday, 15th Oct.  
TOTOBI MARU (Yokohama direct) ... Saturday, 29th Oct.

NAGASAKI, KOBÉ & YOKOHAMA.

TAKO MARU ... Friday, 18th Nov. at 11 a.m.

SHANGHAI, KOBÉ & YOKOHAMA.

KAGI MARU ... Friday, 18th Oct. at 11 a.m.  
TSUYAMA MARU ... Tuesday, 15th November.  
YOKOHAMA MARU ... Sunday, 20th Nov. at 11 a.m.

For further information apply to:

NIPPON YUSEN KAISHA

Telephone No. 222 at 222.

## BARLIER TELEGRAMS

(Barlier's Service to the China Mail.)

### NEW USES FOR RUBBER.

LONDON, October 13th.

The Rubber Growers' Association competition for the best suggestions for new uses for rubber resulted in the first prize of £1,000 being awarded for a suggestion to use sponge rubber for filling chairs, cushions and other purposes of the furniture trade.

Prizes of £500 each were awarded for suggestions for the use of liquid rubber in conjunction with paint as a preservative of wood and metal against corrosion by sea water, and the use of rubber mudguards for motor-cars.

Ten prizes of £100 were awarded for other suggestions, and there were a number of consolation prizes.

There were two thousand entries in the competition.

### TRADE WITH RUSSIA.

LONDON, October 13th.

Sir Robert Horne, K.C., Minister of Labour, in a speech at Glasgow said the plan of trading with Russia had been defeated by the Russian family and the variety of the extremists in Russia to spend gold on propaganda rather than on goods.

Russia had nothing to give in exchange for goods. Sending goods to Russia was making them a present, and we were not in a position to make anybody presents.

### BEQUEST TO THE CATHOLIC MISSION IN CHINA.

LONDON, October 13th.

Canon John Meagher of Berrisokane, Tipperary, bequeathed £500 each to the Maynooth Mission to China, and the Catholic Mission of the Holy Ghost Fathers in China.

### FRANCE AND ISLAM.

PARIS, October 12th.

According to Le Matin, General Lyautey has stated that a wonderful peace is now prevailing in French Morocco, ascribable to France's generous treatment of her Moslem subjects, and her championing of Islam in international disputes.—Havas.

### SILESIAN SETTLEMENT.

GENEVA, October 12th.

The Council of the League of Nations with Baron Ishii as Chairman has settled the Upper Silesian question. No official announcement has been made, but it is understood that the Silesian industrial districts are to be divided between Poland and Germany, an International Commission to retain economic control for ten years.

Already Lord Curzon has intimated to the German Ambassador, England's readiness to abide by the League's decision.—Havas.

### AMERICAN SERIES.

LONDON, October 13th.

The efforts of the United States Shipping Board to find employment for its tonnage is further evidenced by news that the Board proposes to offer idle tonnage to American coal exporters at a dollar per steamer per month on "bare boat basis." This means that charterers will be practically given the use of the ships provided they bear all expenses involved.

## X-RAYS CONVICTS WOMAN.

SWALLOWER OF STOLEN RINGS BOUND OVER.

LONDON, October 13th.

Stated to have swallowed two rings, Harriet Sharman, 25, a married woman, was bound over at Rochester on a charge of stealing a diamond ring from a jeweller's shop.

It was shown that she went into the shop and asked to see some rings. She then said she had lost her purse, and tried to leave "to find it," but she was detained.

The suspicions of the police were aroused when she asked for a glass of water. Later she became ill, and was taken to hospital, an X-ray photograph showing that she had swallowed two rings, which were recovered.

For the defence, Mr. Tatham said the prisoner was a respectable woman, who found herself in debt because of the extravagant way in which she had dressed her children.

Other charges of stealing rings were referred to but not proceeded with.

### DOG'S FALSE TEETH.

AMUSING END TO STREET FIGHT.

LONDON, October 13th.

There was an amusing end to a dog fight in a Wrexham street. A fox terrier was being led by a young woman when it attacked another dog. Suddenly, its teeth fell out—they were false.

Thus robbed of its weapons of offence the animal became suddenly pacific, and was unresistingly carried off by its mistress, who also picked up the false teeth, and wrapped them in her handkerchief.

An official of the dog sanatorium, Beedington, stated that artificial teeth in dogs were not so unusual as the public imagined. In many cases they had been successfully fitted, and the work presented little more difficulty than if the patient were a human being.

### TWO PATIES ASCENDING THE MATTERHORN.

Two parties ascending the Matterhorn were caught in a snowstorm, but just managed to reach the Solvay Refuge for the night. Next day they attempted to reach the Hotelli Hut, but were obliged to spend the night on the mountain without shelter in a violent snowstorm. When rescued in the morning by guides from Zermatt two Italian tourists were frost-bitten and unable to walk.

## NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship

"SHIZUOKA MARU."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hosokawa and Kaitum Wharves and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the steamer is landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Cargoes not cleared by the 10th October 1921, will be subject to rent.

Demanded packages must be left in the Godown for examination by the Consignee's representative at an appointment on TUESDAY and FRIDAY. All claims must be presented within 48 hours of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, October 13, 1921.

## P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for

Ratavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA,"

Captain W. H. H. carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, 20th October, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to:

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, October 4, 1921.

## SHIPPING.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China & Japan Conferences)

Regular monthly service between

YOKOHAMA, KOBÉ, DAIREN, SHANGHAI, HONGKONG, ANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers.

For Sailing on or about

"TJESONIA" Rotterdam, Amsterdam & Hamburg 14th Oct.

"BURRO" Rotterdam, Amsterdam & Hamburg 2nd Nov.

"TOS BI" Rotterdam, Amsterdam & Hamburg 14th Dec.

"OLDEKERK" Rotterdam, Amsterdam & Hamburg 14th Jan.

"RADJA" Rotterdam, Amsterdam & Hamburg 10th Feb.

For full particulars please apply to:

JAVA CHINA JAPAN LYN,

General Agents, York Building.

Telephone No. 1674.

## JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Steamer.

From

Expected on or about

Will leave

For

"SALEIDER" Java 18th Oct. 24th Oct. SAN FRANCISCO via Manila.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of passengers.

All passengers carry a fully qualified steamer.

Cargo taken on through bill of lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,

General Managers, York Building.

Telephone No. 1674.

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MECHANICAL AND ELECTRICAL ENGINEERS.

TEL. ADDRESS: "TAKOODOCK," HONGKONG.

Telephone No. 511.

Cable: "TAKOODOCK," HONGKONG.

## SHIPPING

### STRUTHERS & DIXON, Inc.

Operating For Eastern service for account of the UNITED STATES SHIPPING BOARD.

To SEATTLE AND VANCOUVER

"West Iris" 20th Oct. 1921

To LOS ANGELES & SAN FRANCISCO

"West Calista" 24th Oct. 1921

Also, cargo accepted for Transshipment at S. Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK,

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NEW YORK, & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

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## T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.

"PERSIA MARU" 2,000 tons, Oct. 24th at 10:30 a.m.

"TAIYO MARU" 2,000 tons, Oct. 24th.

"SIBERIA MARU" 2,000 tons, Nov. 1st.

"TENYO MARU" 2,000 tons, Nov. 15th.

"KOREA MARU" 2,000 tons, Dec. 7th.

"SHINYO MARU" 2,000 tons, Dec. 1st.

Calling at Dairen and omitting call at Keelung & Shanghai.

Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO.

SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BERNARD ALBA.

STEAMERS.

"SEIYO MARU" 14,000 tons, Nov. 9th.

"RAKUYO MARU" 17,500 tons, Dec. 15th.

For full information regarding passage, freight, & charges, apply to:

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 3374 & 3375.

Agents at Canton: Messrs. T. K. GRIFFITH LTD.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Lights and Fans in Staterooms. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS.

"HAIKONG" Capt. W. Cooper, TUESDAY, 18th Oct., at 2 p.m.

"HAIKONG" Capt. W. C. Parnham, FRIDAY, 21st Oct., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). For FREIGHT and PASSAGE apply to:



## ODDS AND ENDS.

## MAINLY SCISSORS LOOT.

## Touching the Moon

If Mr. McAfee, of Stamford, Connecticut, succeeds in constructing his giant telescope at Chantrel, in Chile, not only shall we know whether there really is life on the planets, but we shall know as much about the moon as we do about Mother Earth. The telescope Mr. McAfee hopes to erect will be fifty feet in diameter, and will give a magnification of 25,000,000! Now the moon is only a modest 237,000 miles (mean) away from us, and a magnifying power of 1,000 would reveal her as if she were distant 237 miles from the naked eye. A power of 100,000 would enable us to see the moon as she would appear 2.37 miles away, and a power of a million would bring her to within 237 miles of us. Divide this by 25, and we should see how many lumps of sugar the inhabitants of our satellite put in their cups. The moon would only be 9,504 miles away, and we could touch it!

## Journalist's Filibuster

At the races at Baginbois-de-l'Orme, says a Roter Paris message, there was a very distinguished gathering including King Ferdinand of Rumania, and several other royal personages. Suddenly a whisper ran round the paddock: the President had honoured the thermal station with a visit, and was present, incognito, at the races. Every one hurried to obtain a glimpse of the President's familiar figure, and cries of "Vive M. Millerand! Vive le President!" were at once heard on all sides. The President, however, made gestures as if to restrain the enthusiasm, which were interpreted by the crowd as meaning that he was asking for silence and was about to make a speech. A short speech, in fact, followed, but was not what the loyal French citizens expected. The supposed President explained, in a somewhat embarrassed manner, that he had not the honour of bearing M. Millerand's name, but was, in fact, a journalist from Alençon. The likeness was, however, remarkable.

## Sale of 4-tire Ingots.

It is understood that the Royal Ingots and Marks, presented by the King and Queen at the Coronation, are likely before long to be sold. It appears that both those presented in 1902 and those presented in 1911 are still in the possession of the Dean and Chapter of Westminster Abbey. To look at them simply appear to be so many solid lumps of metal, of no great interest from a purely artistic point of view. But their historic interest is enormous and their intrinsic value very great. For centuries past have these solid offerings been made by the Kings of England and their Consorts upon the great Oration Dish immediately after the ceremony of the Homage has taken place. It is customary also to offer at the same moment a piece of rich embroidered stuff described in the Rubric as "a pall or altar cloth." It may be hoped that a considerable sum of money will accrue to the Westminster Abbey Restoration Fund as the result of the sale of the ingots.

## Salvage of Twenty Million Tons.

Mr. Simon Lake, of Bridgeport (Conn.) known as an investor and submarine builder, states that he has received an offer of a million pounds sterling from representatives of British salvaging firms, acting with the sanction of the British Admiralty, to help to raise about 20,000,000 tons of merchant shipping sunk during the war, and lying at work like depths around the coasts of the United Kingdom. Mr. Lake adds that though he has not yet formally accepted the offer, he has practically decided to undertake the work, and is going to England for the purpose early next spring. Mr. Lake further says he has already got some of his equipment on the other side. Mr. Lake is president of several companies concerned in shipbuilding, and in addition to building various American societies, is a member of the Institution of Naval Architects (London).

## GENERAL ITEMS.

There were 1,870,000 persons unemployed in midweek, compared with 2,138,771 in the previous week.

Millions of dead grasshoppers have been covering the entire breadth of the St. Lawrence River, East Canada, near Quebec.

Wages lost during the coal stoppage by the men employed by the Consett Iron Company, County Durham, amounted to about £730,000.

Preparing for the next Budget, the French War Minister estimates the cost of the French Army at £150,000,000, a reduction of £41,000,000 on last year's estimates.

A gross profit of £191,000 was made by the Sheffield municipal tramway cars last year. Wages absorbed 10 per cent of each £ of traffic revenue, compared with 34d. for salaries.

The Royal Naval School of Music at Eastney, Portsmouth, has been ordered to supply the band to accompany the Prince of Wales to India in the battle-cruiser "Renown."

During the financial year 1919-20 the percentage of irrecoverable rates in the London County Council area was 3.34, being the lowest for any year for which figures are available.

As a grant in aid of the Prince of Wales's visit to India a supplementary estimate for £25,000 was issued. Other expenses in connection with the voyage will be met from the Navy Vote.

A German firm has approached the Governor of the province of Cadiz, Spain, to obtain permission to build a large aerodrome for Zeppelins, to be used in a postal service between Germany and the Argentine.

Eight thousand summonses for non-payment of rates have been issued at Sheffield. A special meeting of the City Council was convened to consider the desirability of instituting payment by small instalments.

The late King Peter died in his villa at Topchider, in a simply furnished room containing only the bed on which he lay and some chairs. He was attended by his son, Prince George, his physicians, and one soldier.

One cheque for £1,000 one for £250, and 7 for £100 are among the donations to the funds of the British Legion (1, Regent street, S.W.), which is composed of men of all ranks who served in the war, and on behalf of which Lord Haig appealed on the anniversary of the outbreak of war.

The Government are awaiting experience of the abolition of the passport visa for Belgium and France before making representations to the United States, Switzerland, and Holland with a view to the mutual abolition of the visa. Mr. Cecil Harmsworth stated in Parliament.

Dr. Pena, who was taken prisoner in the fighting at Mount Arusi, Morocco, has arrived at Melilla. He was set free by the Moors on payment of £80. There were 200 wounded. Several amputations were made after giving the patients eau de Cologne to smell, as there was no chloroform handy.

A Helsingfors message quotes the Moscow Bolshevik newspaper *Aizavaja*, *Gazeta* as stating that the People's Commissaries Council have issued a decree granting permission for the sale of wine with not more than 14 per cent. of alcohol on payment of the State tax of 15,000 roubles (nominally £1,500) a bottle in addition to the other taxes.

To a deputation of the National League of Women Voters, who asked the President to appoint a woman member to the American delegation to the Disarmament Conference. President Harding said: "I am very anxious to have the influence and intuition of women utilised in this great conference. Such an arrangement is being worked out satisfactorily."

## BOY EMPEROR.

## MOTHER PASSES AWAY.

## SELECTING A BRIDE FOR PRINCE CHUN.

Peking October 4.—The sudden and unexpected death of Princess Chun, mother of the Boy Emperor, following a quarrel among members of the Imperial Household, has created a stir and an endless amount of gossip in Peking, particularly because there is an element of mystery attached to the reasons leading up to the quarrel. There is no implication that the Princess Chun met her death through anything but natural causes but it is conceded, despite the reticence of members of the Imperial Household, that the quarrel was a bitter one for during it Prince Chun, the Boy Emperor's father, fainted; the Princess took to her bed immediately afterwards and the Empress Dowager who was at one time the No. 1 concubine of Emperor Kuangshu is still confined to her bed and, so it is reported, in a serious condition.

A 72-hour investigation of the various reports concerning the quarrel eliminates all but two reasons given in the innumerable reports. The quarrel was either over the selection of a bride for the Boy Emperor or over the qualifications of the Imperial physician.

Regarding the first report:—It is declared that the Empress Dowager was strongly in favour of a matrimonial alliance between the Boy Emperor and a daughter of President Hsu Shi-chang. The Princess Chun, the boy emperor's mother, was against the Empress Dowager's selection and favoured the daughter of Yung Liang, a nephew. The Boy Emperor is said to have been smitten with the latter and supported his mother's choice, but the Empress Dowager took the attitude that his marriage was a question for the Imperial Court and outsiders had no right to interfere. This led to bitter words between her and the Boy Emperor. The Princess Chun was called in to mediate, sought to campaign for her selection of a bride-to-be and after remaining in the Palace for three days during which she and the Empress Dowager were in constant consultation took to her bed in depressed spirits and died on September 30.

The other report is widely different and says the Boy Emperor and Empress Dowager quarrelled over making a change in the roster of the Imperial physicians. The Boy Emperor insisted upon the dismissal of Chao Tze-chin, who had apparently offended him some way or other, and the appointment of Pan Yu-mei. The Empress Dowager was hostile to Dr. Fan. The Boy Emperor took it upon himself to appoint Dr. Fan, Assistant Imperial Physician and this so angered the Empress that she called a conference of the Household. At this he threatened to leave the Palace. The Boy Emperor then asked his father, Prince Chun, if there was not a precedent by which the "Empress Dowager" could be dismissed from the palace. This threw a bombshell into the conference and precipitated the bickering that is declared to be directly responsible for the death of Princess Chun forty-eight hours later.

The Boy Emperor is now in seclusion at his father's home where he is mourning for his mother. He is accompanied only by Prince Tsao Tao and Imperial Tutors Chen Paoshen and I Ke-tan.

Regarding the report that the selection of a bride for the Boy Emperor was responsible for the quarrel it is well known about Peking that rumours of an attachment between him and one of President Hsu's daughters had been current in Peking for some time and while the Imperial Household was in favour of an early alliance the Boy Emperor, himself, thought he should be given an opportunity to see the world first. In this, President Hsu concurred and although the Imperial Household has been short of funds for some time owing to the Government's financial quandary, President Hsu is understood to have offered to advance the

## FAR EAST TRADE.

## POINTS FOR BRITISH MANUFACTURERS.

Some valuable considerations for the British manufacturer trading with the Far East are touched upon in the new issue of the "Bulletin" of the Federation of British Industries. Uncertainty as to date of delivery has been a fruitful source of dissatisfaction, and while the difficulties to be faced by the home exporter in the past are generally recognized, it is hoped that with more stable conditions greater certainty will be attained. Packing is a most important detail, to which efficient attention is not always given. This depends on the nature of the goods to be shipped, and is entirely a matter of common sense backed up by experience. Many manufacturers, however, still fail to give this matter the attention it deserves. This is particularly the case in regard to shipments to the Far East, which have to withstand the intense heat and tropical rains of the tropics. While no general rules can usefully be laid down under this heading it is far better to devote a little extra time and expense to packing than to run the risk of breakages and consequent dissatisfaction on the part of the buyer.

In shipping to the Far East, it should also be remembered that on arrival the goods are landed by coolies who are unable to appreciate such warnings as "Glass with care," "This side up," etc. It is, therefore, desirable that firms who ship regularly to any particular market should provide themselves with means of stencilling such directions in the language of the country of destination. Particular care as to details should be exercised in the case of machinery, especially where such machinery is sent out in parts, for erection locally. In such instances, packing lists showing the numbers and markings of the cases, together with details of the contents, should be furnished so as to facilitate the work of checking and assembling on arrival. Further, it is most essential that manufacturers should send out printed instructions, as well as illustrations of the machine or plant in sections, showing how it should be erected.

Ineffective advertising is a long-standing complaint abroad against the British merchant. "It is more or less a general complaint that the British manufacturer, with certain exceptions, does not back up his agents by an adequate scheme of advertising. In many instances, of course, the question of advertising is left to the local agent, in which case a sufficient allowance should be made for this purpose. Where the manufacturer, however, retains control of the advertising it is up to him to support his local representative to the best of his ability. Expert advice on this subject can be obtained from the advertising department of the federation, which has recently evolved a scheme for co-operative advertising in various overseas markets, and offers to members the benefit of special terms."

Another source of dissatisfaction is to be found in the arrangements for the supply of samples. "It is stated in various quarters that manufacturers, in arranging terms for an agency abroad, insist on the agent paying for samples of their productions. Where the value of such samples amounts to an appreciable sum it is generally recognised that the agent should stand part of the expense; but, in the case of samples of small value, it is suggested that the manufacturer should provide such samples free of charge as a means of introducing his productions into the foreign market concerned."

funds for a trip around the world for the young man who, but for the revolution, would probably be on the Imperial throne to-day.—Shanghai Times.

## SHIPPING.

## MINISTRY OF SHIPPING.

## DEFERRED NATIONAL SHIPFARMS.

The third report of the Committee on Public Accounts contains the following in reference to the Ministry of Shipping:—The position as regards national shipyards, which were not taken over by the Ministry of Shipping until after armistice, has been fully dealt with by the Select Committee on National Expenditure, and we therefore do not propose to cover the ground again. The Committee of Public Accounts, in their third report of 1920, asked to be furnished with a memorandum setting forth the financial results of the scheme. A statement has now been furnished, but this is not complete, as there are still certain outstanding liabilities and the work of disposal is not finally concluded. The estimated gross cost of the national shipyards is shown as £6,600,000, while the amount realised by sales and disposals is put at £2,431,263, leaving an estimated deficit of £4,168,737.

## COMPENSATION FOR REQUISITIONED TUGS.

We made full inquiry into this case, referred to by the Comptroller and Auditor-General in his report. The unsatisfactory feature of the case is a delay, which occurred in the issuing of the consequent heavy charges for rent of wharf at which she was left lying for months in spite of repeated notices from the wharf owners. It was explained to us that this was due to want of co-ordination between two departments of the Ministry, and also to the fact that during the period in question the legal branch, one of those concerned, was overwhelmed with work in settling claims arising out of the armistice.

We consider, however, that this is a gross case of public money having been lost by inefficient service. The total cost and expense in connection with the ship amounted to £5,200, and she was eventually sold for £185, never having done any work.

## COMMISSION ON SALE OF OTHER TONNAGE.

In this case it was not clear that the employment of brokers was necessary or that so high a commission was justified, and there was a direct conflict of testimony as to whether the sale was in fact negotiated through the brokers, who received £37,000 commission, or direct with the buyers. It was explained that the Ministry were not satisfied that previous new tankers, which had been sold without the intervention of brokers, had realised the prices which they should have fetched. The average rate realised had only been about £24 per ton, whereas in the present case, owing (it was claimed) to the services of the brokers, older vessels had been sold for prices ranging from £27 to £37 per ton. It was further explained that there was practically no competition for oil tankers, as there were only two groups to interest, and they would not compete against one another. Having regard to all the circumstances, we are not prepared positively to disagree with the view that the employment of brokers was advantageous to the Exchequer, but we are convinced that the arrangements were not conducted on a businesslike footing.

However, while criticising the transactions mentioned in the last two paragraphs, we ought to make it clear that we have no wish to detract from the view expressed by the Select Committee on National Expenditure that the operations of the Ministry of Shipping have as a whole been conducted with marked efficiency and with very satisfactory results financially.

## DECK CARGO REGULATIONS.

## INTERNATIONAL LAW ASSOCIATION AIMING AT UNIFORMITY.

It is of interest to note that really determined effort is to be made to deal with the whole question of deck cargoes, regarding which, by the way, Liverpool law courts have at various times had a plenitude of litigation.

## DAIRY FARM NEWS.

## CHEESE

EDAM CHEESE	...	...	\$3.00 per ball
GRUYERE	...	...	1.10 per lb.
GOUDA (Full Cream)	...	...	1.10 " "
AUSTRALIAN CHEDDAR	...	...	.85 cts. per lb.
PICNIC (Own Make)	...	...	.50 " " Jar.

THE DAIRY FARM, ICE &amp; COLD STORAGE Co., Ltd.

Daniel Crawford's "Vene Vobis"

(HEALTH TO YOU)

Rare &amp; Very Old Liqueur

— BLENDED —

Scotch Whisky.

Daniel Crawford &amp; Son, Limited, Glasgow.

The International Law Association announce that at their conference at the Hague at the end of August they will have under consideration, in addition to the question of an international bill of lading, a report dealing with legislative enactments on deck cargoes, which has been prepared by a sub-committee of the Maritime Law Committee, with Mr. Robert Temperley, of Newcastle-on-Tyne, as chairman. The work of the committee commenced so long ago as 1912, suffered, as so many other projects did, from the intervention of the war. It has been resumed since the armistice, and all possible aspects of the question have been thoroughly examined and debated upon. The various legislative enactments and regulations of the several maritime countries have been put into their proper order, and the committee have obtained, at first hand, the views of shipbuilders, shipowners, brokers, and underwriters, besides representatives of labour in the different nations concerned. There is, they find, a considerable diversity in the laws and regulations appertaining to the subject. Whereas in some countries there is no restriction imposed, in others the height and weight of such cargoes are laid down definitely, and in others again a special freeboard is assigned to ships varying according to the type and stability of the vessel. Yet other countries adopt a system of special certification either with or without the addition of a special freeboard.

In place of such a confusing collection of regulations the committee feel that there ought to be a uniform code and after mature thought and discussion they make the following recommendations:—(1) That all ships which carry deck cargoes exceeding 5 per cent. of their total deadweight capacity, should have a certificate giving an indication of their fitness to carry such deck cargoes; (2) that a uniform system of issuing certificates of fitness should be adopted by the various maritime countries; (3) that with a view of arriving, if possible, at a uniform system in the various maritime states, it should be submitted to international expert opinion to decide whether, in addition to these requirements, a uniform system of fixing a special loadline, and absolute regula-

tions restricting the height and weight of deck cargoes would be desirable; (4) that in any case the British regulations with regard to the matter can be modified with advantage, and they propose that the Maritime Law Committee take such steps as may be required to influence the Government of the various countries to arrive at an understanding somewhat on the lines proposed.

## NEW BLUE FUNNEL LINER.

Scott's Shipbuilding and Engineering Company, Greenock, launched on Sept. 6, the cargo steamer "Premus," which they have built for Messrs. Alfred Holt and Co., Liverpool. The vessel, which will be engaged by the builders, is 452 ft. in length, 36 ft. in breadth, 33 ft. 3 in. in depth, and of 7,650 tons gross.

## MOTOR SHIP NOTES.

The "Donna" will be the first motor passenger liner, and has been constructed for the British India Steam Navigation Co.

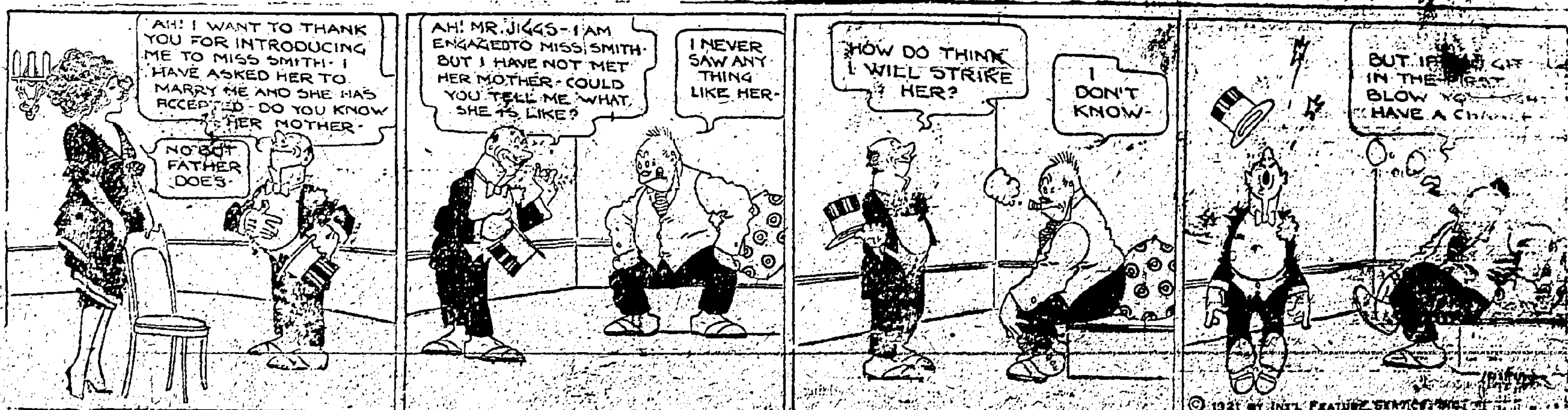
A double-acting Diesel engine has been developed in Britain by one of the largest firms building Diesel machinery, and successful trial runs have recently been made.

A large Scandinavian shipping company proposes to commence a new regular service between Antwerp and South American ports, especially for Chili and Peru. The new company will run large new motor ships.

In the last volume of "Lloyd's Register of Shipping," which has just been issued, the tabulated list of motor vessels in service amounts to 44 pages, against 36 pages in the last issue.

A motor trawler, named the "Beardmore," now under construction at Cochran's Yard, Glasgow, will be launched very shortly. This will be the biggest motor trawler constructed and will be fitted with one of the new 500 h.p. "Beardmore" semi-Diesel engines which is now being tested at Coatbridge works.

## BRINGING UP FATHER.









## ENTERTAINMENTS

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